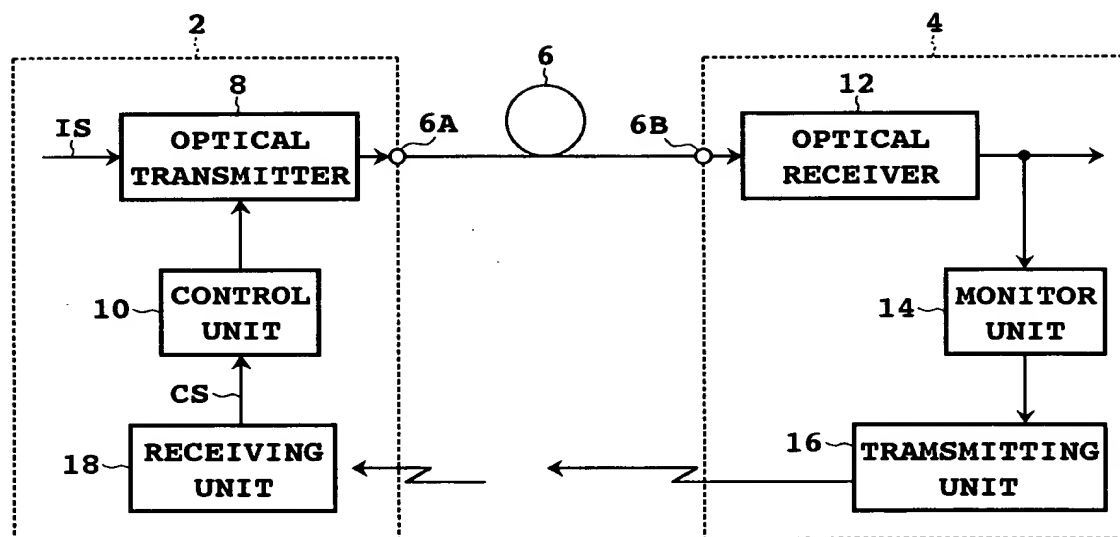


FIG. 1



664220" 62095260

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FIG. 2

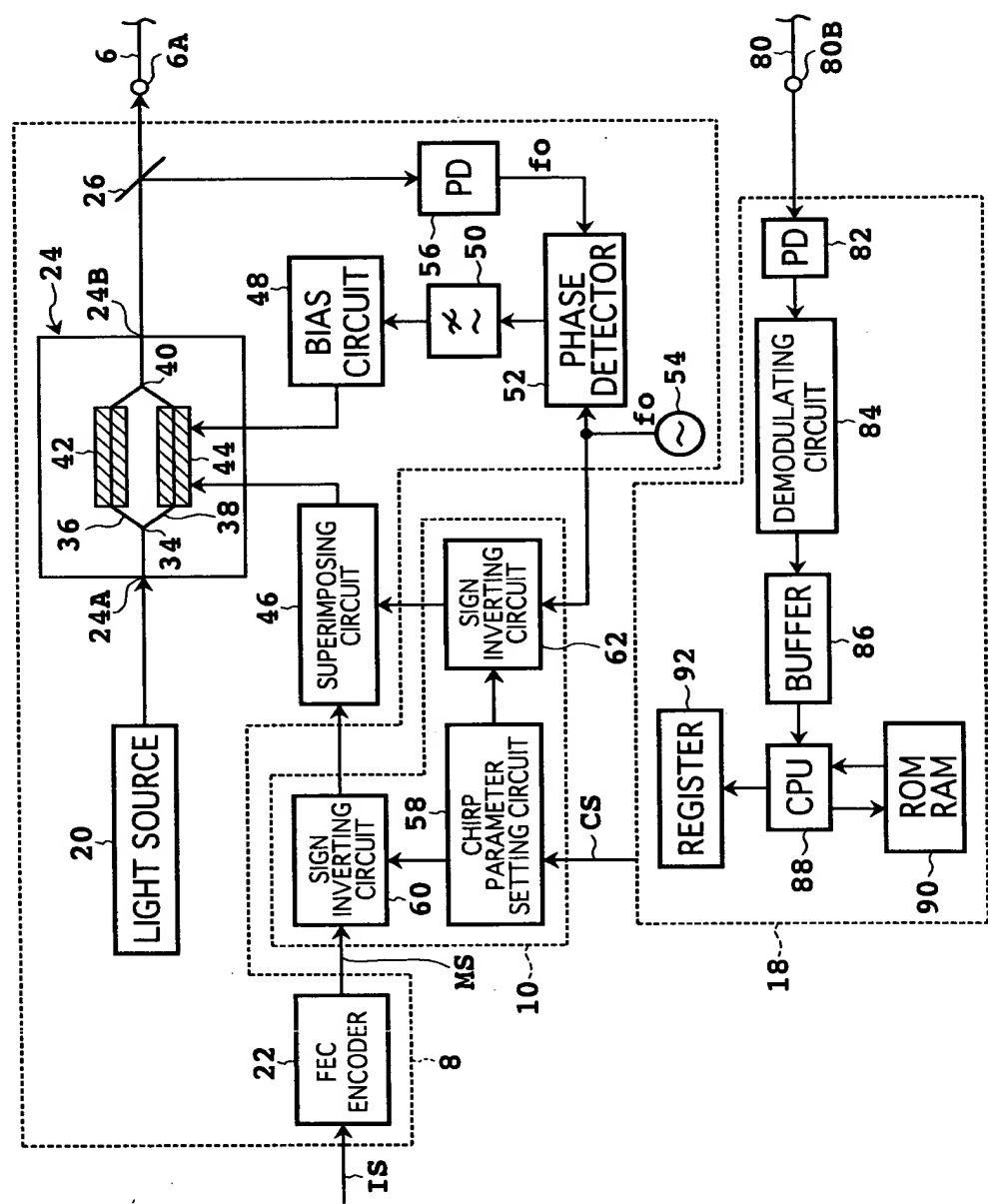
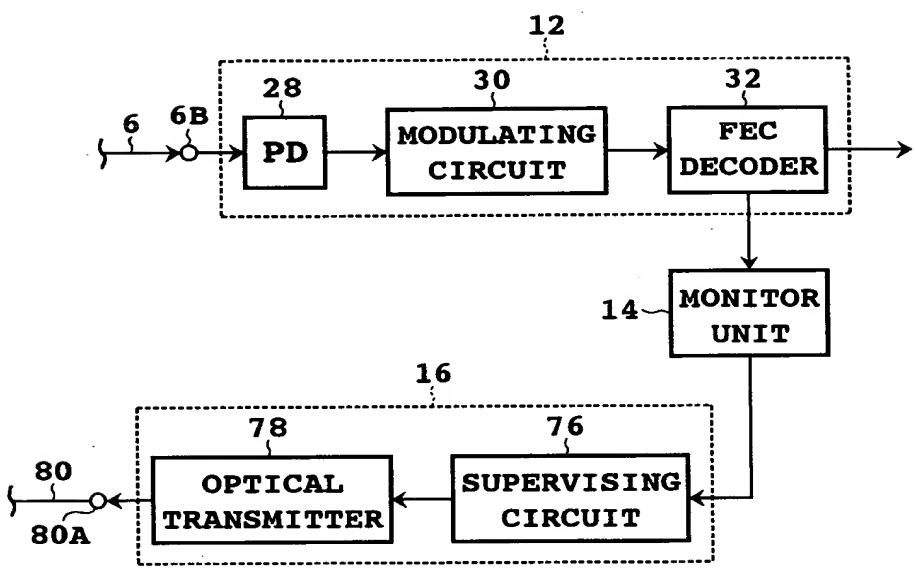
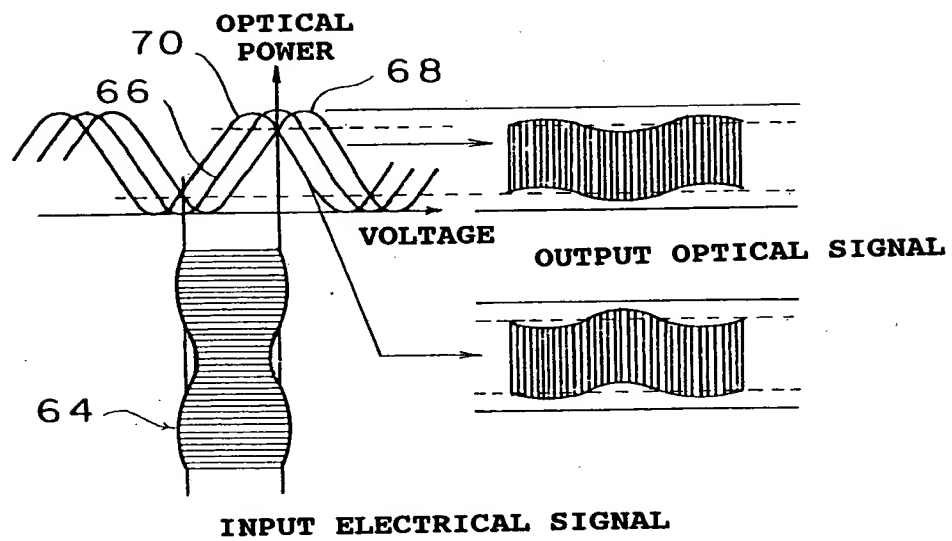


FIG. 3



APPROVED	C. G. FRO	
BY	CLASS	SUBCLASS
DRAFTSMAN		

FIG. 4



62095260-6

FIG.5A

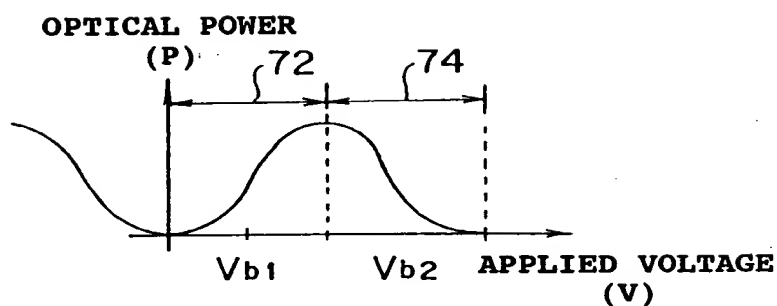


FIG.5B

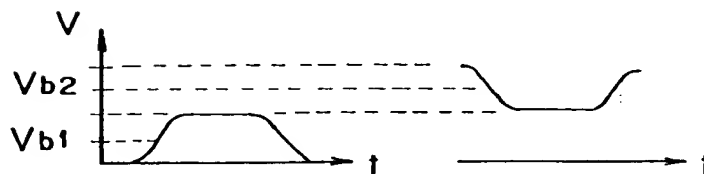


FIG.5C

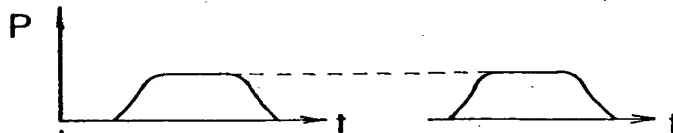
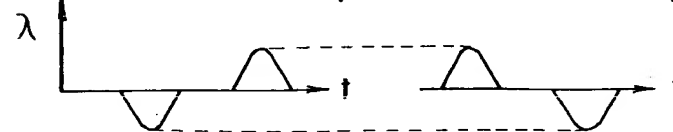


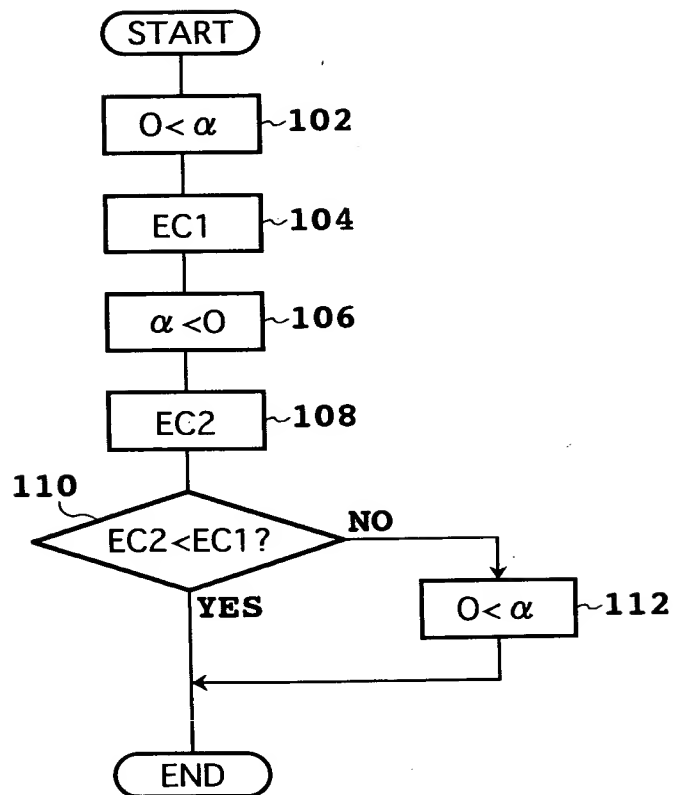
FIG.5D



RED SHIFT
 $\alpha > 0$

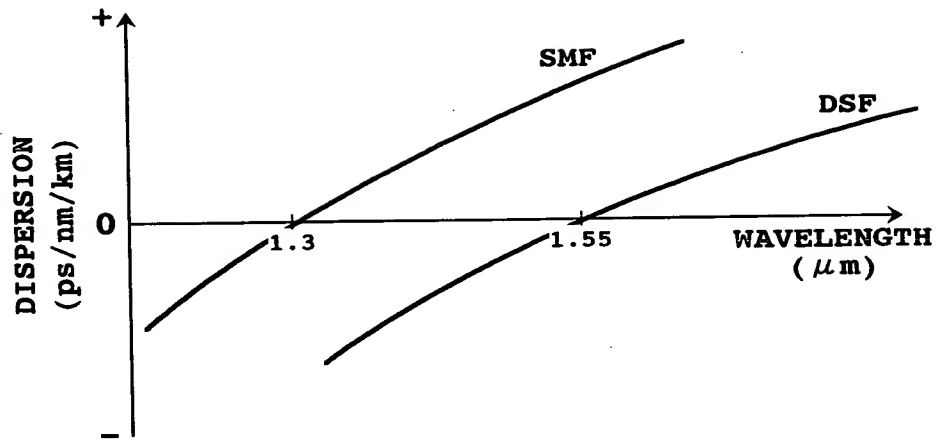
BLUE SHIFT
 $\alpha < 0$

FIG. 6



APPROVED	O.G. 50.
BY	CLASS
DRAFT	

FIG. 7



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FIG.8A

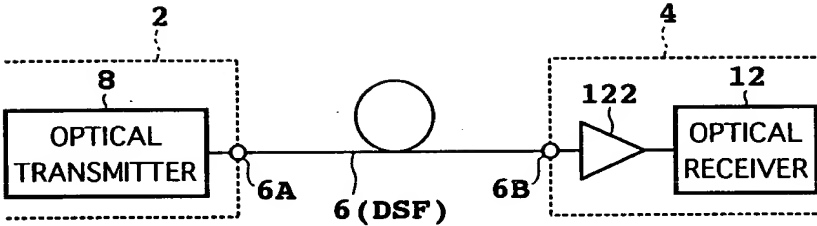


FIG.8B

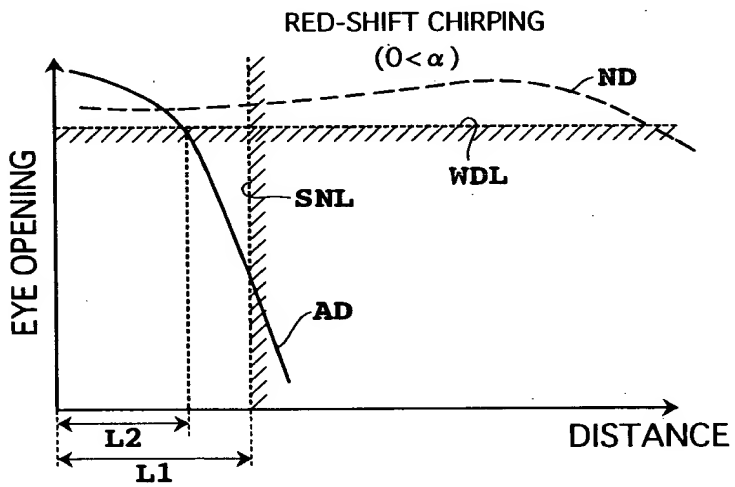


FIG.8C

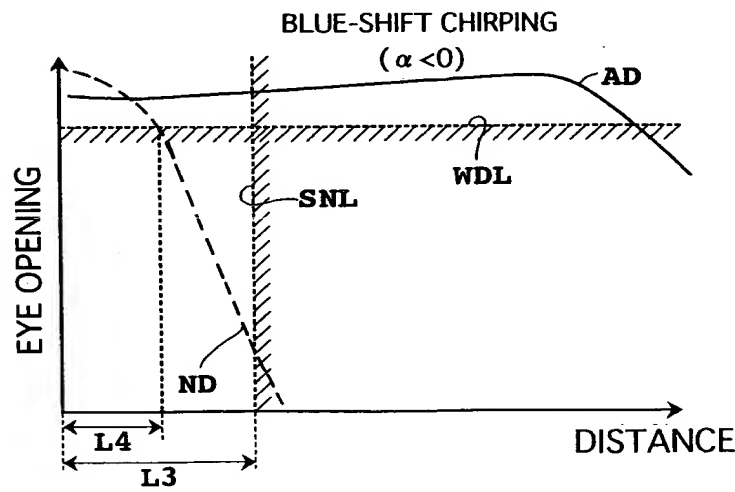


FIG.9A

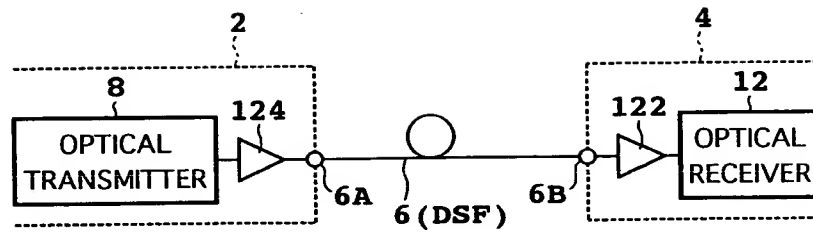


FIG.9B

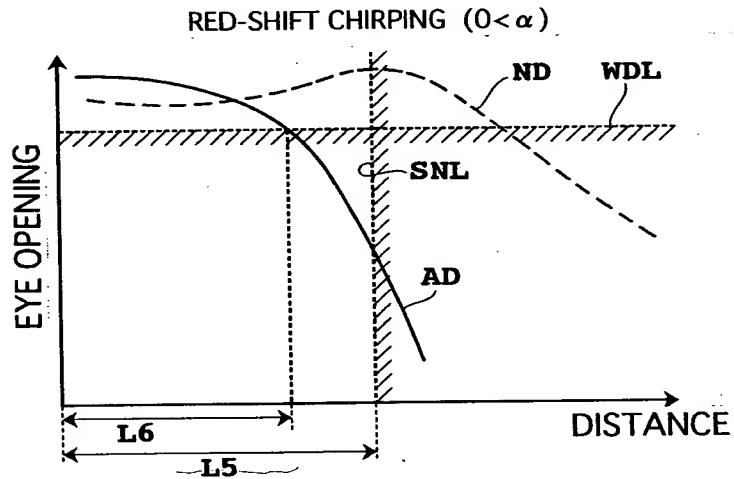
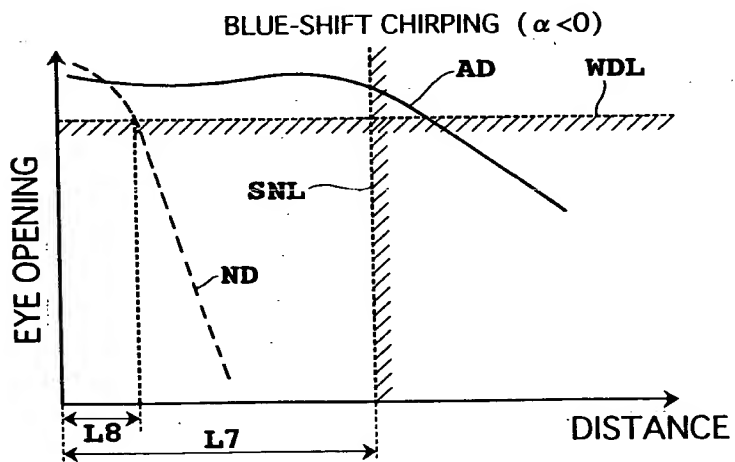


FIG.9C



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FIG.10A

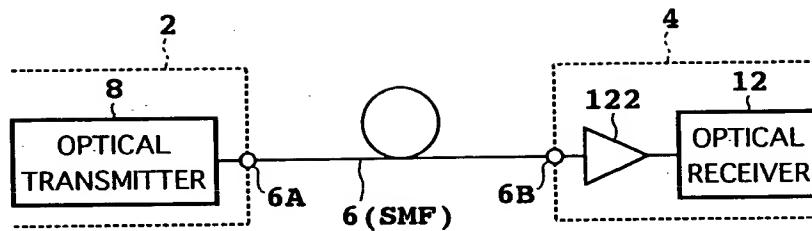


FIG.10B

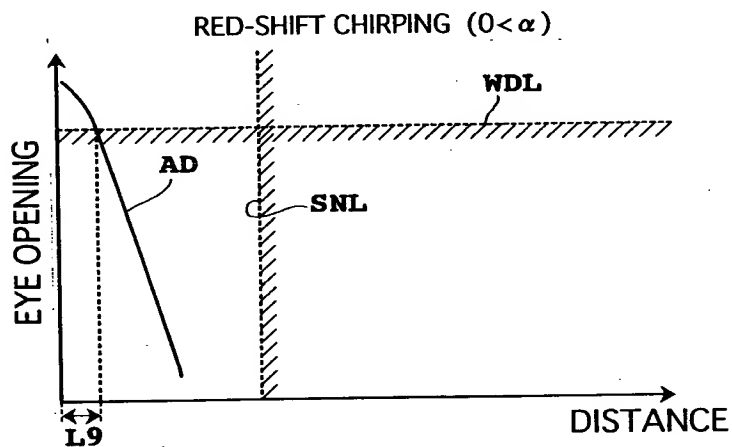
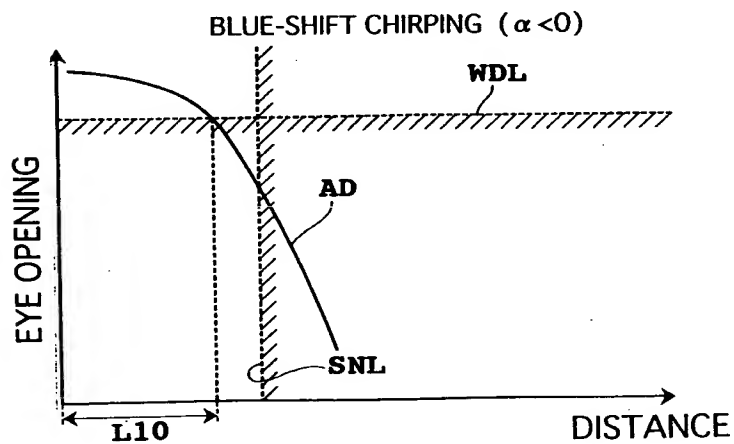


FIG.10C



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FIG.11A

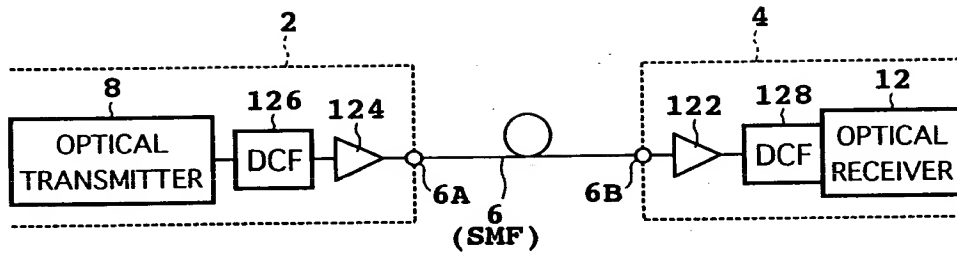


FIG.11B

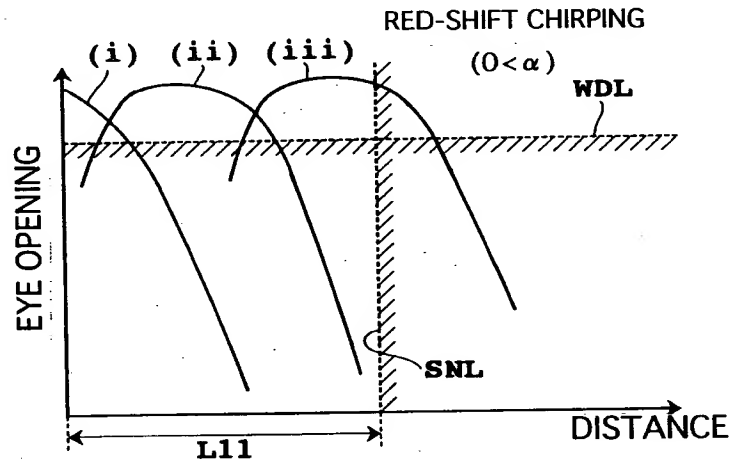


FIG.11C

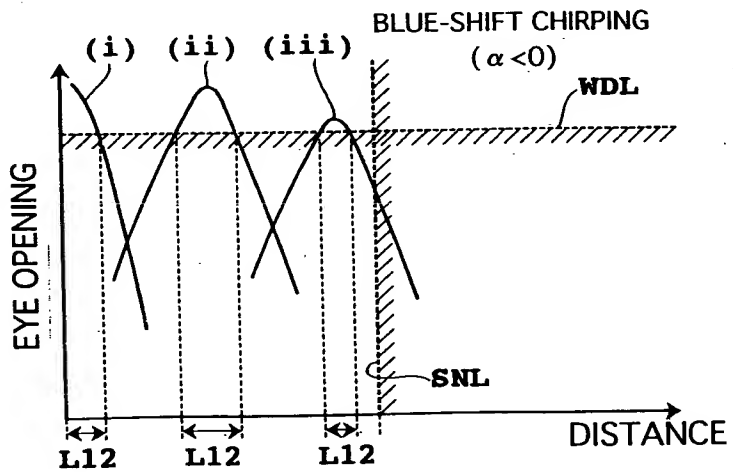
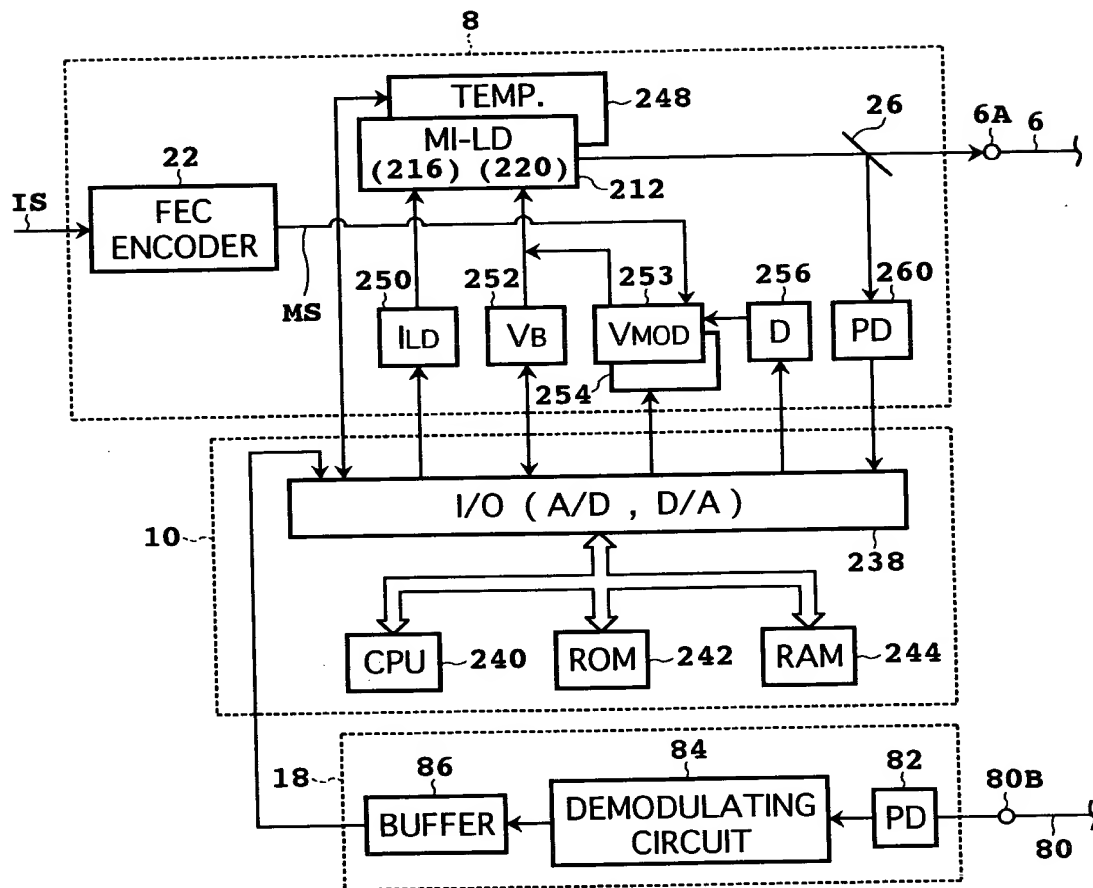
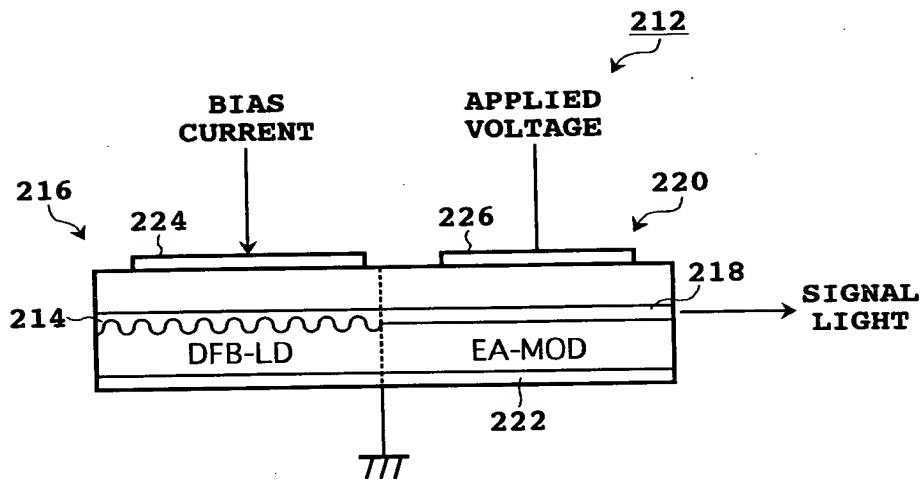


FIG. 12



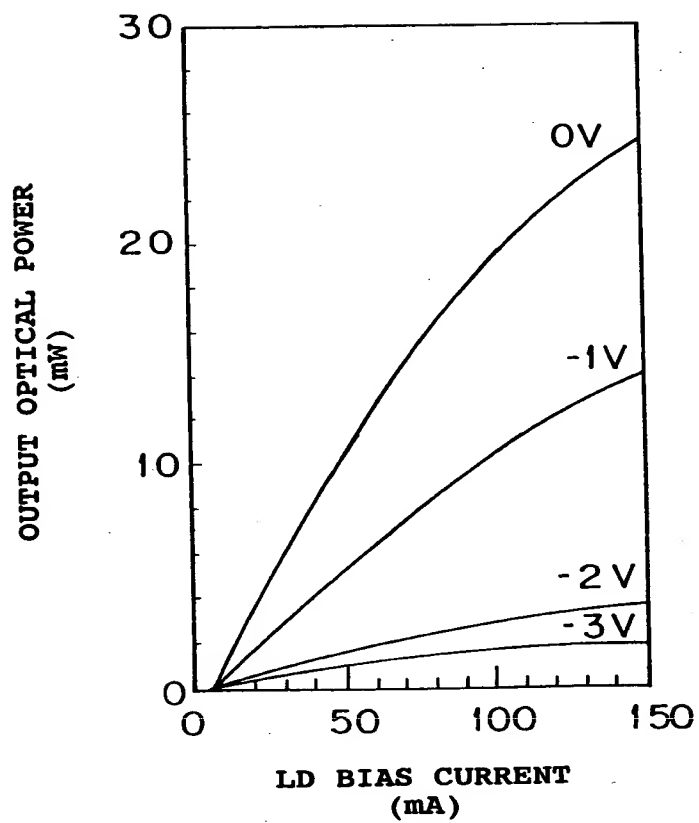
APPROVED	O.G. FIG.	
BY	CLASS	SUBCLASS
DRAFTSMAN		

FIG. 13



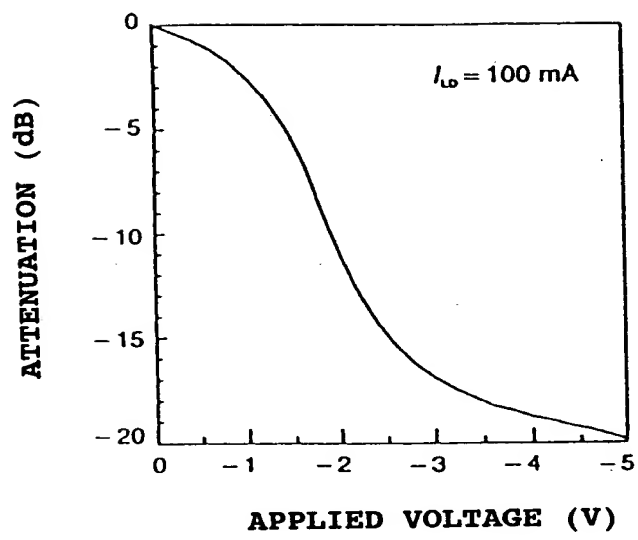
664220" 62095360

FIG. 14



664220" 62095250

FIG. 15



664220-62095260

FIG. 16

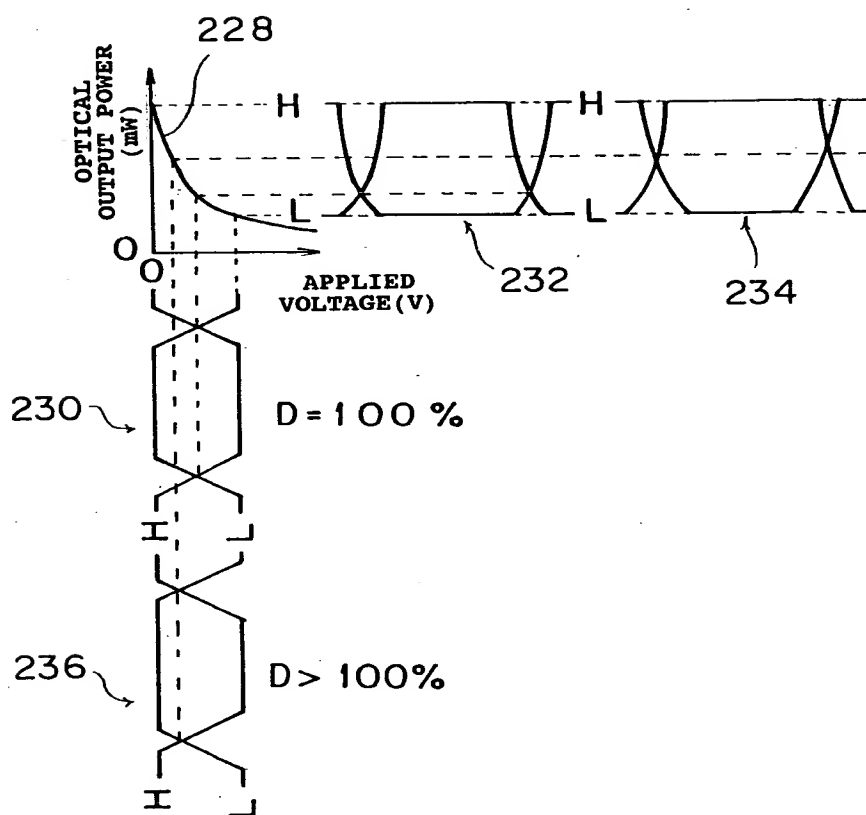


FIG. 17

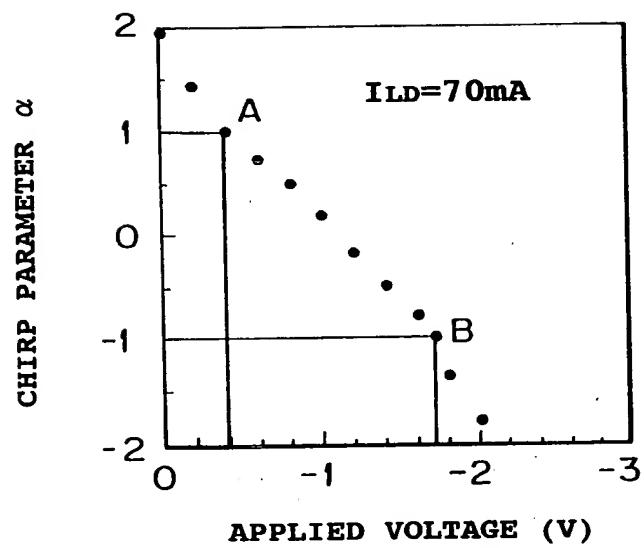


FIG. 18A

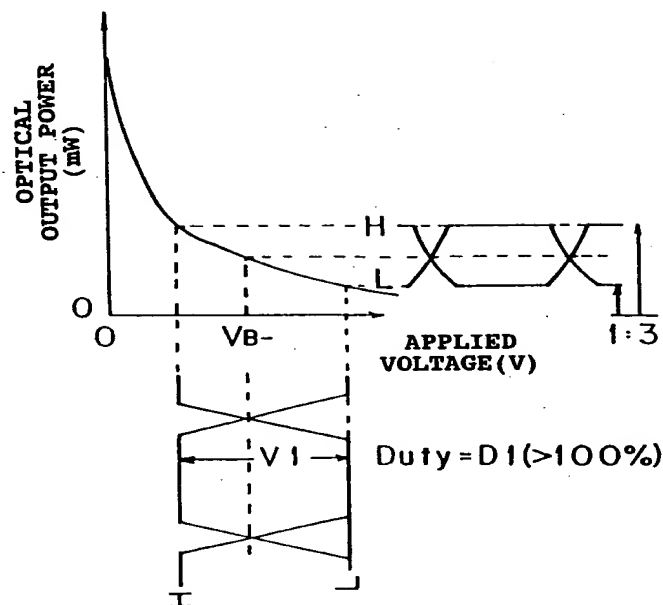


FIG. 18B

